

BookletChartTM

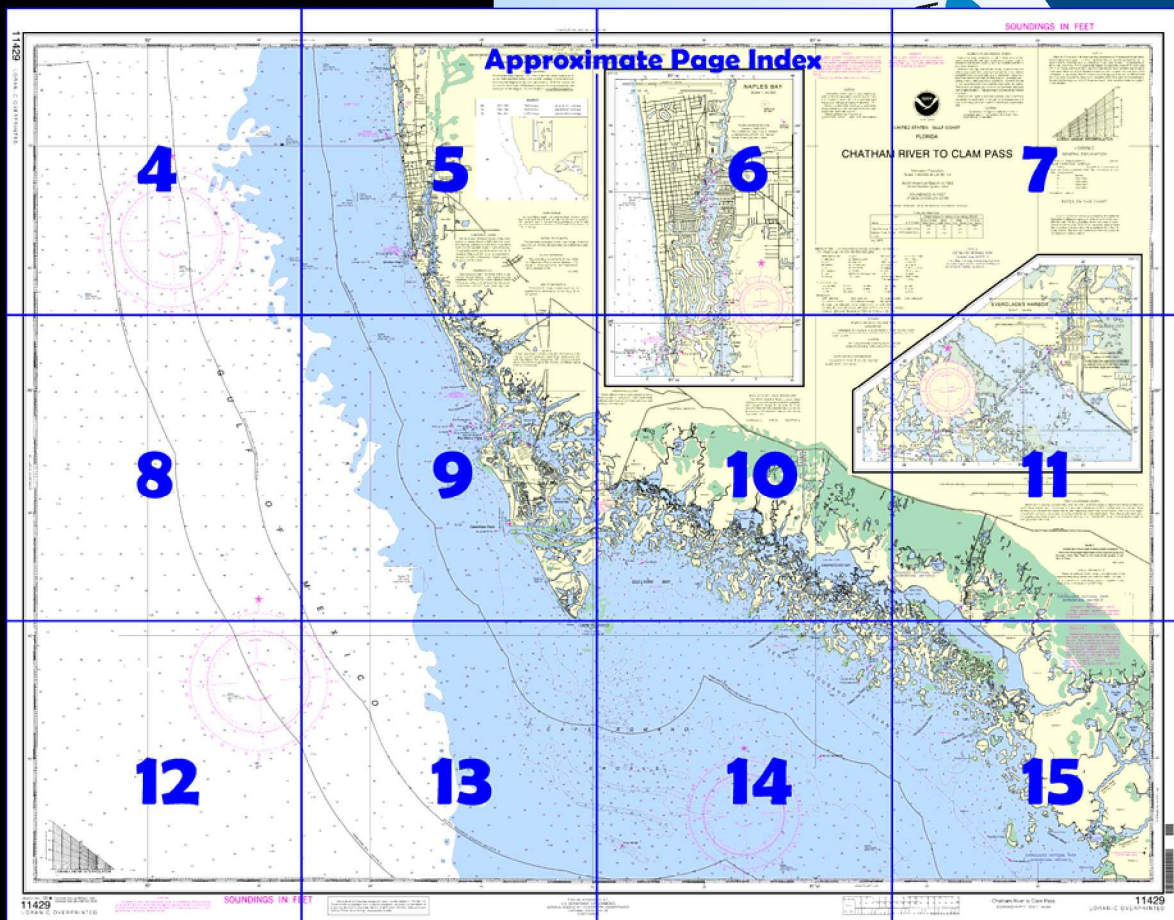
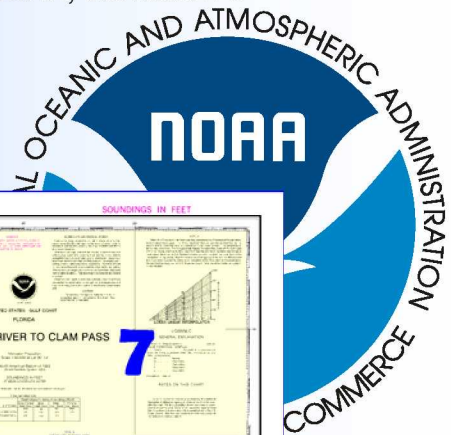
Chatham River to Clam Pass

(NOAA Chart 11429)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

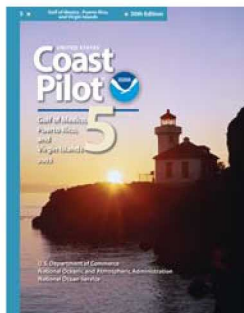
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 4 excerpts]

(170) **Pavilion Key**. Anchorage is available for drafts of 4 to 5 feet off the E point of the S end of Pavilion Key. The anchorage is exposed to SW winds.

(172) **Chatham River** and **Huston River**. A draft of 1½ to 2 feet could be taken up these rivers, but local knowledge is necessary to avoid the numerous bars.

(175) **Chokoloskee** is joined to the mainland by a causeway that has a bridge. The span has a clearance of 5 feet. Two channels, marked

by stakes, lead through **Rabbit Key Pass** and **Chokoloskee Pass** to facilities at Chokoloskee. It was reported that the channel through Rabbit Key Pass was closed and that with local knowledge 2 feet could be carried through Chokoloskee Pass. A channel leads from Jewel Key through **Sandfly Pass** and thence to the National Park Service basin. The channel and basin had depths of 3 feet.

(176) The island has four marinas. One is at the N end on the E side of the causeway, and three are on the S side of the island. All have berths with electricity. Gasoline, diesel fuel, water, ice, marine supplies, wet and dry storage, and launching ramps are available.

(177) **Indian Key**. Good anchorage is available in Indian Key Pass 700 yards NE of Indian Key in depths of 8 to 13 feet, and 1 mile NE of the key in 12 to 15 feet, gravel bottom. The anchorage is protected from all winds, is suitable for drafts up to 7 feet, and is easily entered day or night.

(178) **Indian Key Pass**. The midchannel depth was 4.8 feet. The channel is marked by lights and daybeacons. A 5-mph no-wake **speed limit** is enforced on the river.

(180) A channel, marked by daybeacons, leads SE from the channel at the mouth of the Barron River to a turning basin and the protected basin of the National Park Service. Depths of less than 4 feet were in the channel and turning basin.

(182) **Everglades City** is the tourist center for **Everglades National Park**. It is also a center for sport fishing in **The Everglades** and the offshore waters of the Gulf.

(186) **West Pass**. A draft of 2 feet can be taken to West Pass Bay, thence E into Chokoloskee Bay and SE to Barron River and Everglades City. West Pass is unmarked.

(188) **Faka Union Canal**. Private daybeacons mark the channel as far as Faka Union Bay. At the head of the canal is a marina that provides berths with electricity, gasoline, water, ice, limited marine supplies, wet or dry storage, and a launching ramp. A depth of 3.5 feet could be carried to the marina.

(189) **Manatees**. Regulated speed zones and a caution zone for the protection of manatees are in Faka Union Bay, River, and Canal.

(192) **Cape Romano Shoals**, extending 10 miles S from the cape, are a series of irregular patches that bare in places near the shore and have depths of 1 to 20 feet over them farther off. A light marks the S end of the shoals. There is a strong current around the shoals, particularly on the seaward side and during spring tides. The flood current sets S and the ebb N. Mariners are advised to exercise caution in this area.

(195) **Caxambas Pass** had a depth of 6 feet. Local knowledge is required to follow the best water. Small craft should use caution because of an unmarked row of piles, mostly submerged.

(196) **Big Marco Pass** was considered unsafe for navigation due to shoaling and the aids to navigation were removed.

(197) **Capri Pass** is used to gain entrance to waters formerly entered through Big Marco Pass. Local knowledge is advised. The entrance is marked by a lighted buoy, daybeacons and lights.

(198) **Big Marco River** midchannel depth is 4 feet. There have been reports of shoaling between Capri Pass Light 4 and Big Marco River Daybeacon 18, and boats with more than 2-foot draft should exercise caution and obtain local knowledge. The channel is well marked by daybeacons. The approach from Gullivan Bay is over a shoal with a depth of 4 feet and is marked by Coon Key Light..

(203) A **special anchorage** is on the S side of the river at Marco.

Shoaling to 2 feet was in the anchorage area. (205) **Collier Bay**. 4 feet could be carried in the privately marked channel through the bay.

(206) **Isles of Capri**. Marinas are on the S side of Johnson Bay. Berths with electricity, gasoline, diesel fuel by truck, water, ice, a launching ramp, and marine supplies are available. 4 feet could be carried in the channel through Johnson Bay to the inside passage to Naples with local knowledge. A 5-mph no-wake **speed limit** is enforced in Johnson Bay in the channel adjacent to the marinas on Isles of Capri.

(208) An inside passage extends 11 miles N from Marco to Naples through. The waterway is marked by lights and daybeacons. The centerline depths were 3 feet to the junction with Gordon Pass entrance channel, thence 6½ feet to Naples.

(209) **Hurricane Pass**, was reported to have a swift current and not recommended for small craft passage due to shoaling.

(210) **Little Marco Pass** had a depth of 2 feet over the bar. The pass is unmarked.

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

Corrected through NM Nov. 5/05
Corrected through LNM Oct. 25/05

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

INLAND WATERWAY
The controlling centerline depth was 4 feet from Big Marco Pass to junction daybeacon "G" except for shoaling to 3 feet at daybeacon "30A."

Oct 2005

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.346" northward and 0.693" eastward to agree with this chart.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Fort Myers, FL WXX-83 162.475 MHz

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL
7980 79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary
EXAMPLE: 7980-X
RATES ON THIS CHART
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

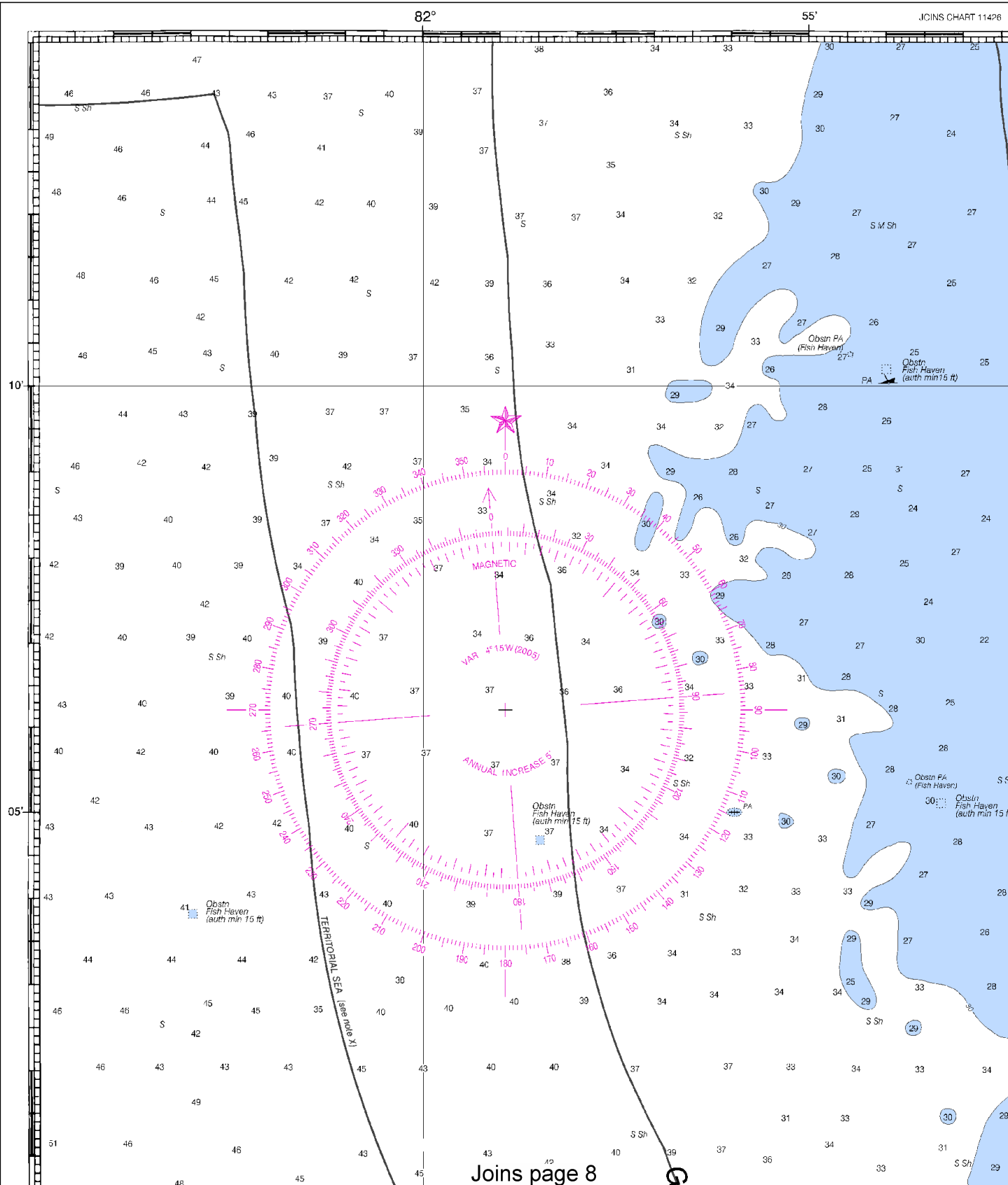
NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):
AERO aeronautical G green Mo morse code R TR radio tower
Al alternating IQ interrupted quick N run Rot rotating
B black Iso isophase OBSC obscured s seconds
Bn beacon LT HO lighthouse Oc occulting SEC sector
C can M nautical mile Or orange St M statute miles
DIA diaphone m minutes Q quick VO very quick
F fixed MICR TR microwave tower R red W white
Fl flashing Mkr marker Ra Ref radar reflector WHIS whistle
R Bn radiobeacon Y yellow
Bottom characteristics:
Blds boulders Co coral gy gray Oys oysters so soft
bk broken G gravel h hard Rk rock Sh shells
Cy clay Grs grass M mud S sand sy sticky
Miscellaneous:
AUTH authorized Obstr obstruction PD position doubtful Subm submerged
ED existence doubtful PA position approximate Rep reported
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Cape Romano, Florida	(25°51'N/81°41'W)	3.5	3.2	0.6	-2.0
Naples (Outer Coast), Florida	(26°08'N/81°48'W)	2.9	2.6	0.6	---

(Aug 2005)

LORAN-C OVERPRINTED



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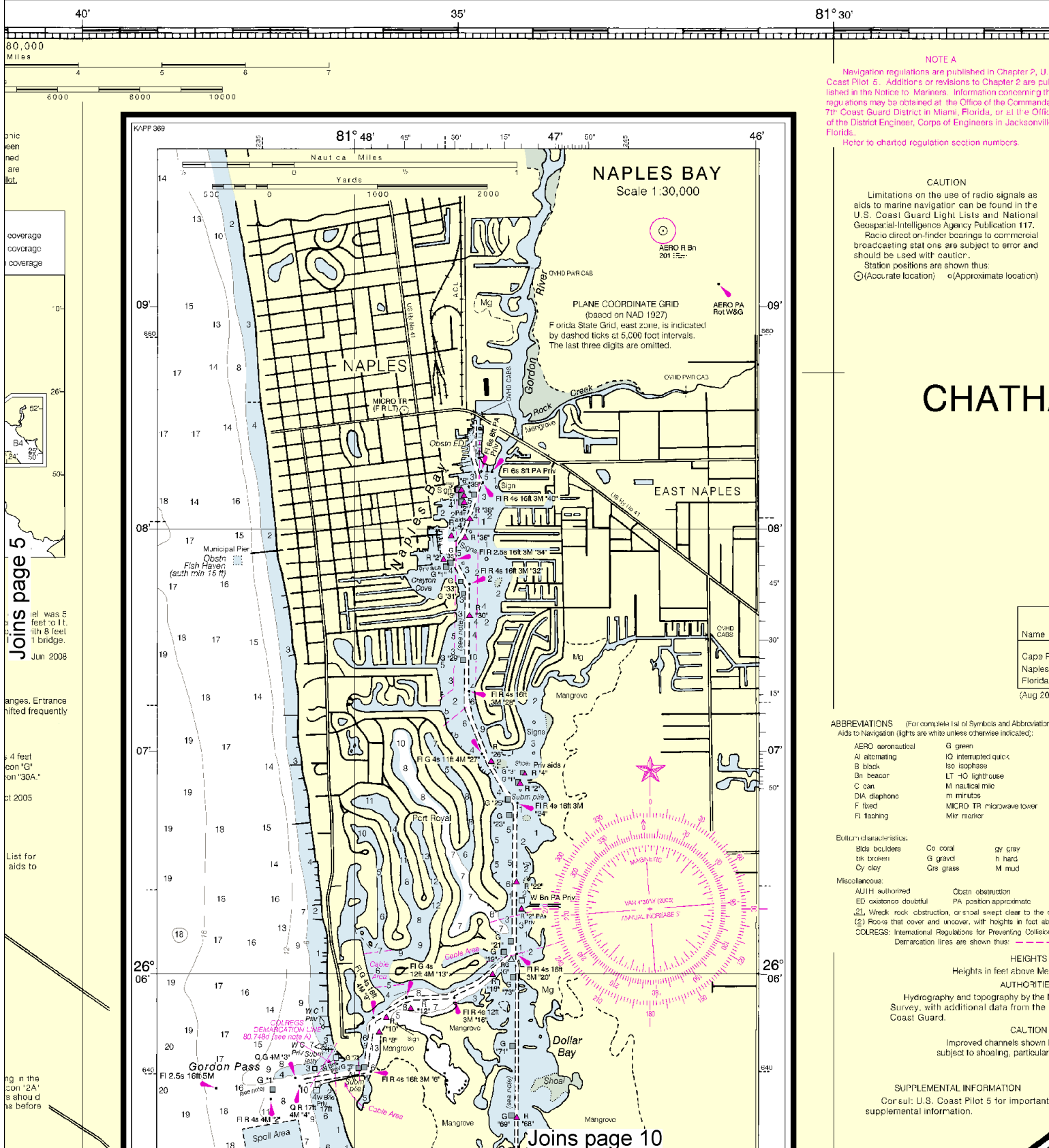


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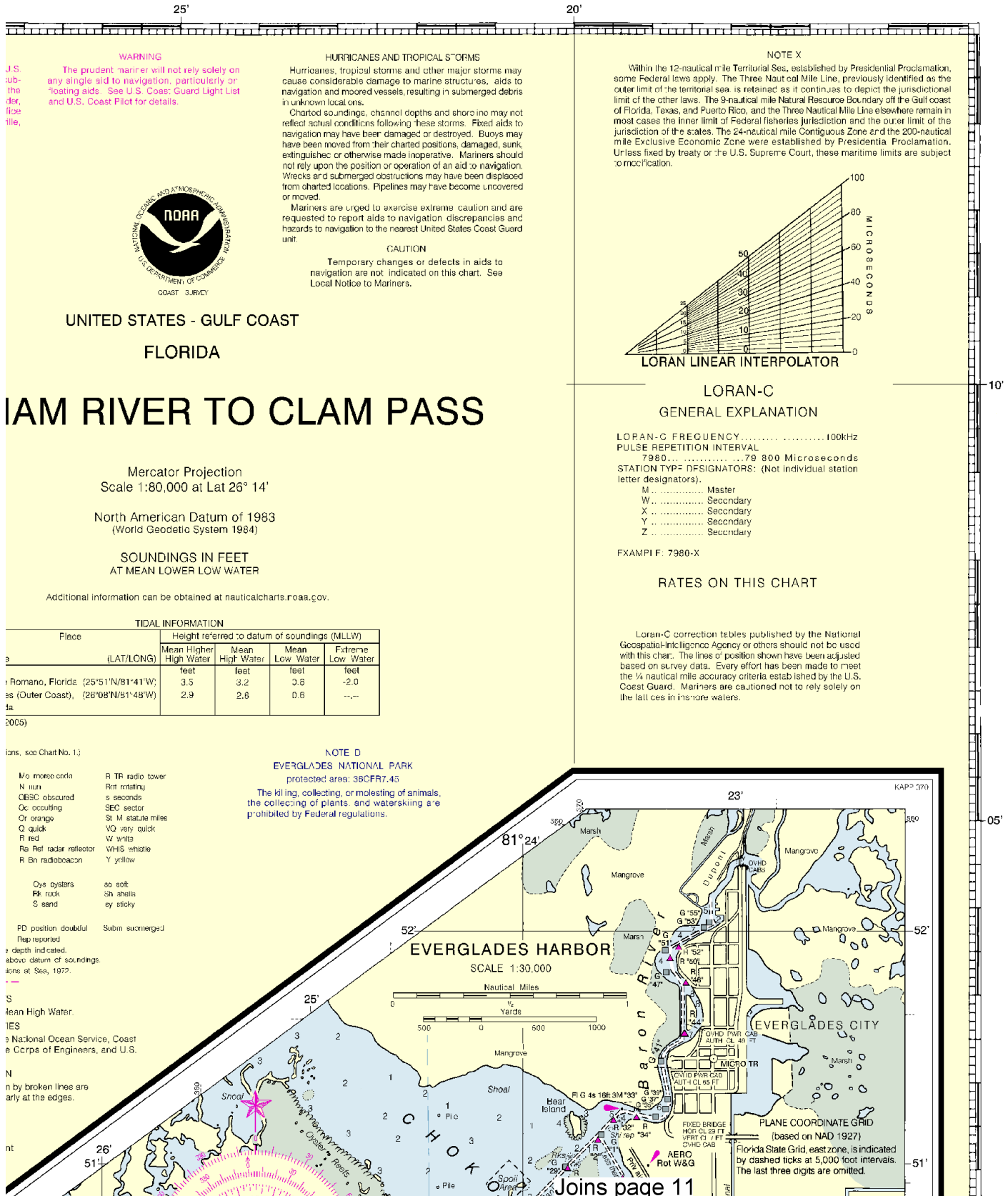
~~SCALE 1:80,000~~
Nautical Miles

See Note on page 5.

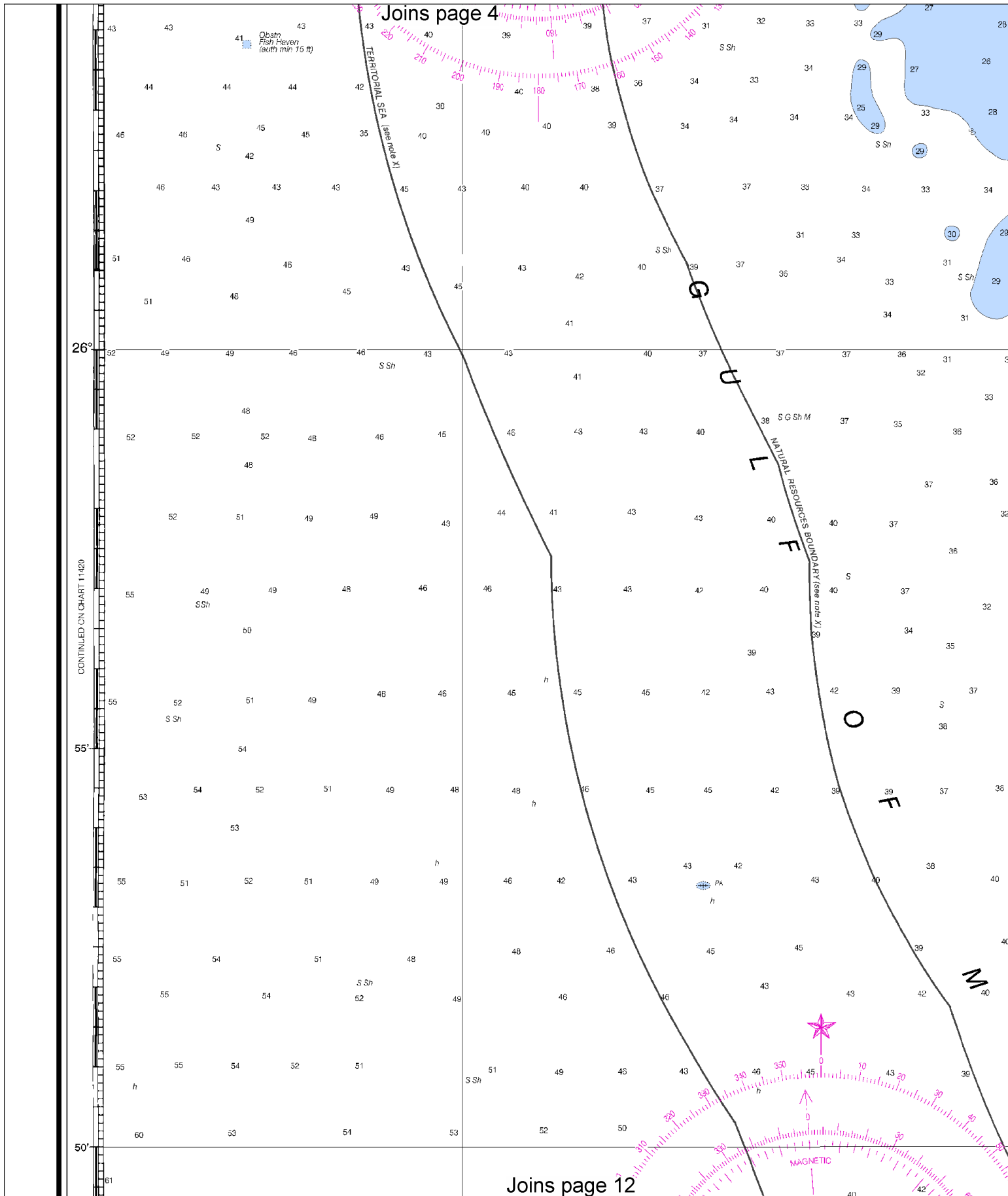




SOUNDINGS IN FEET



Joins page 4



Joins page 12

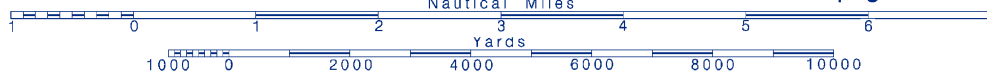
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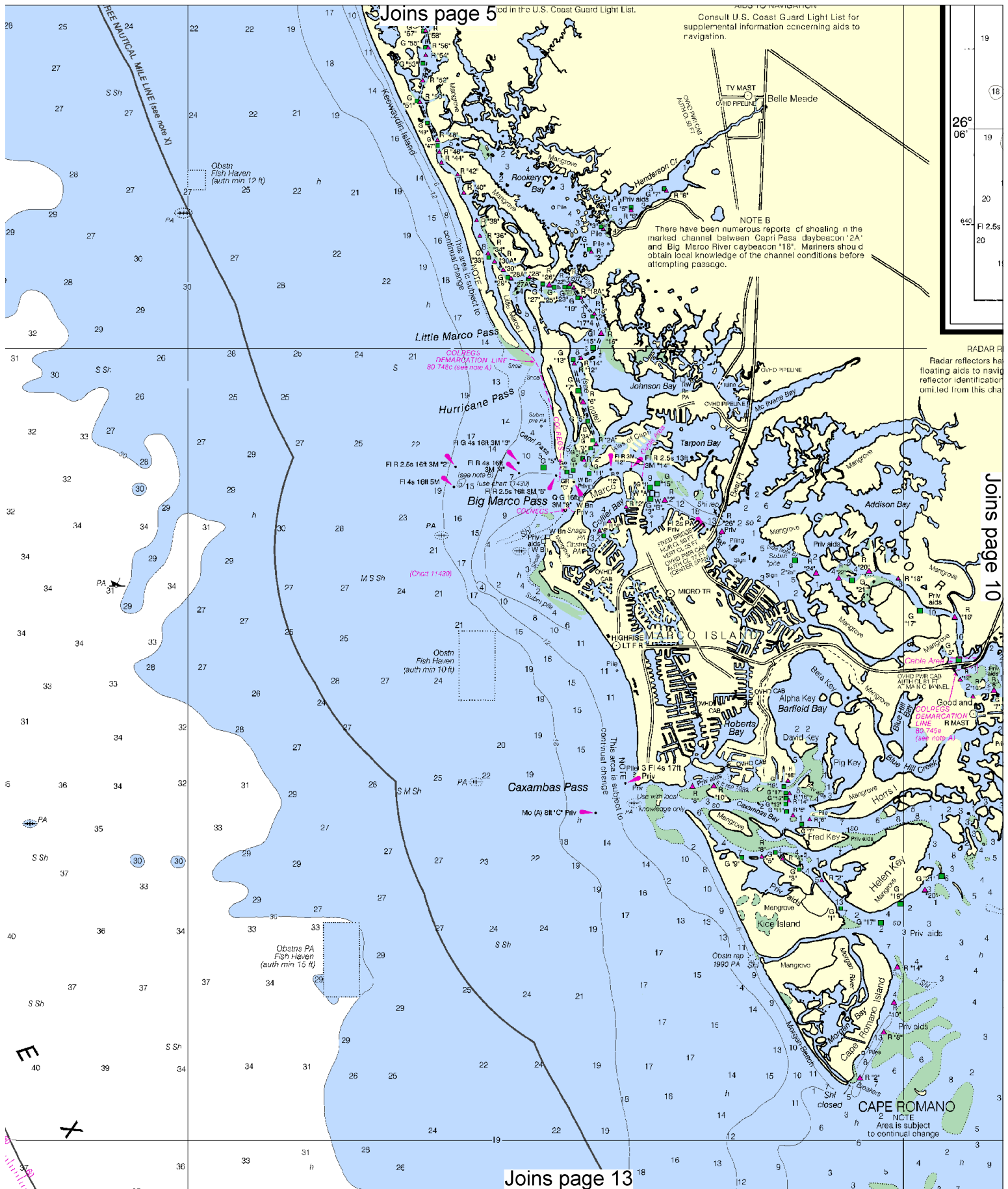


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SCALE 1:80,000

See Note on page 5.





Joins page 5

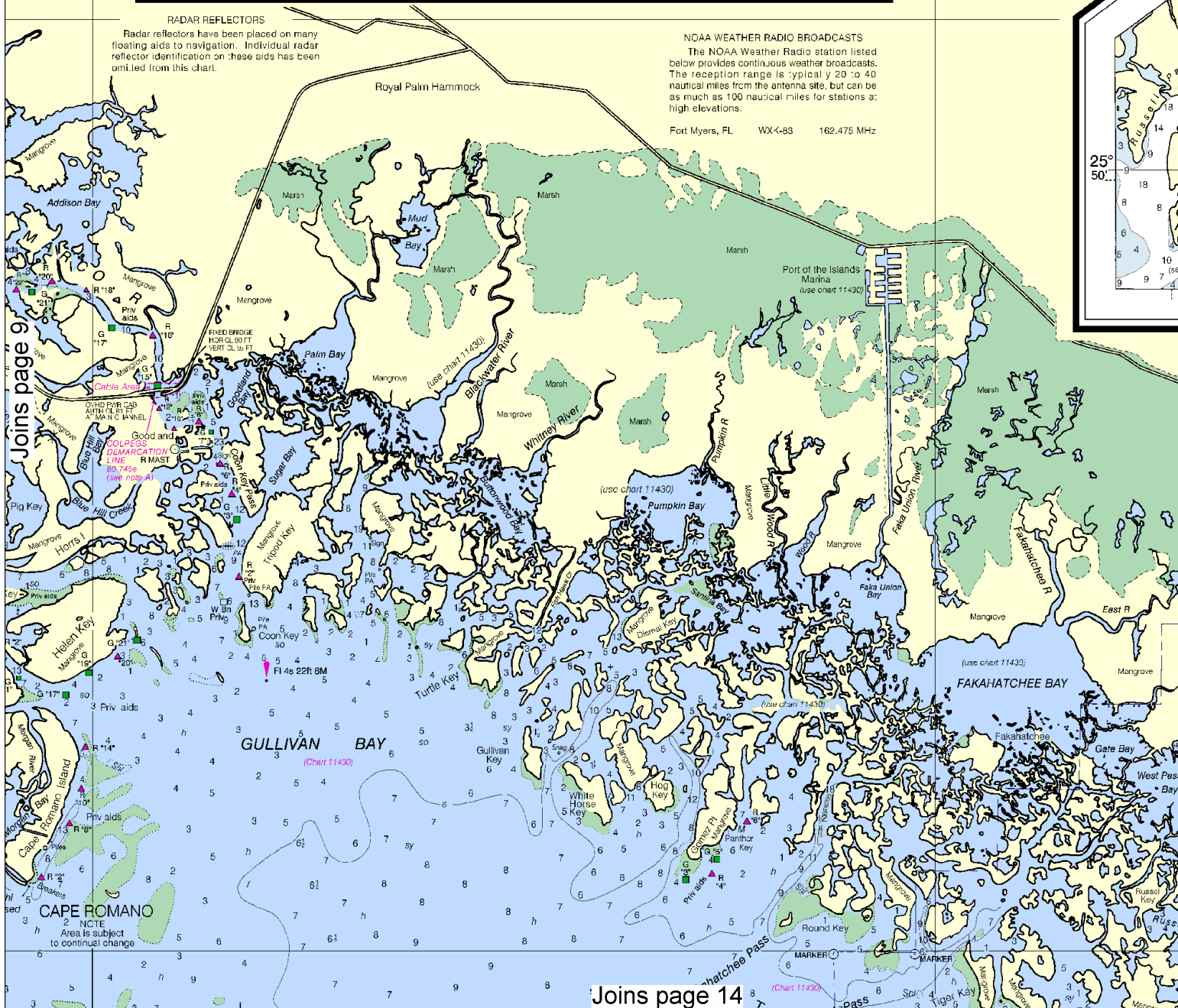
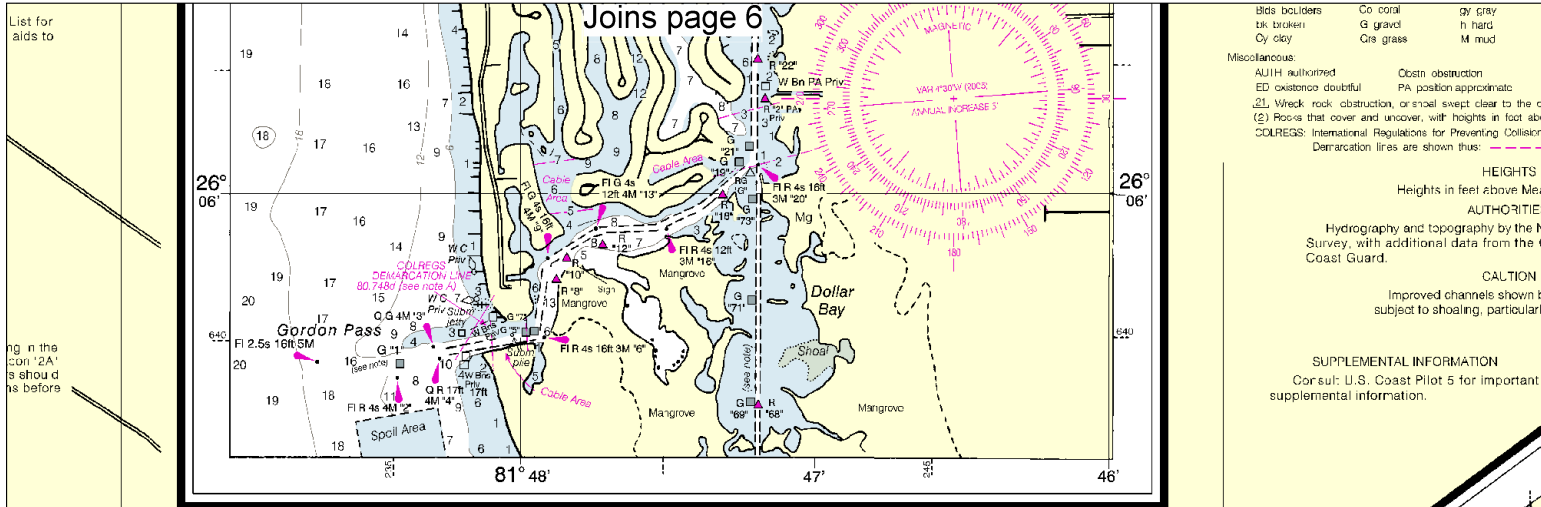
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

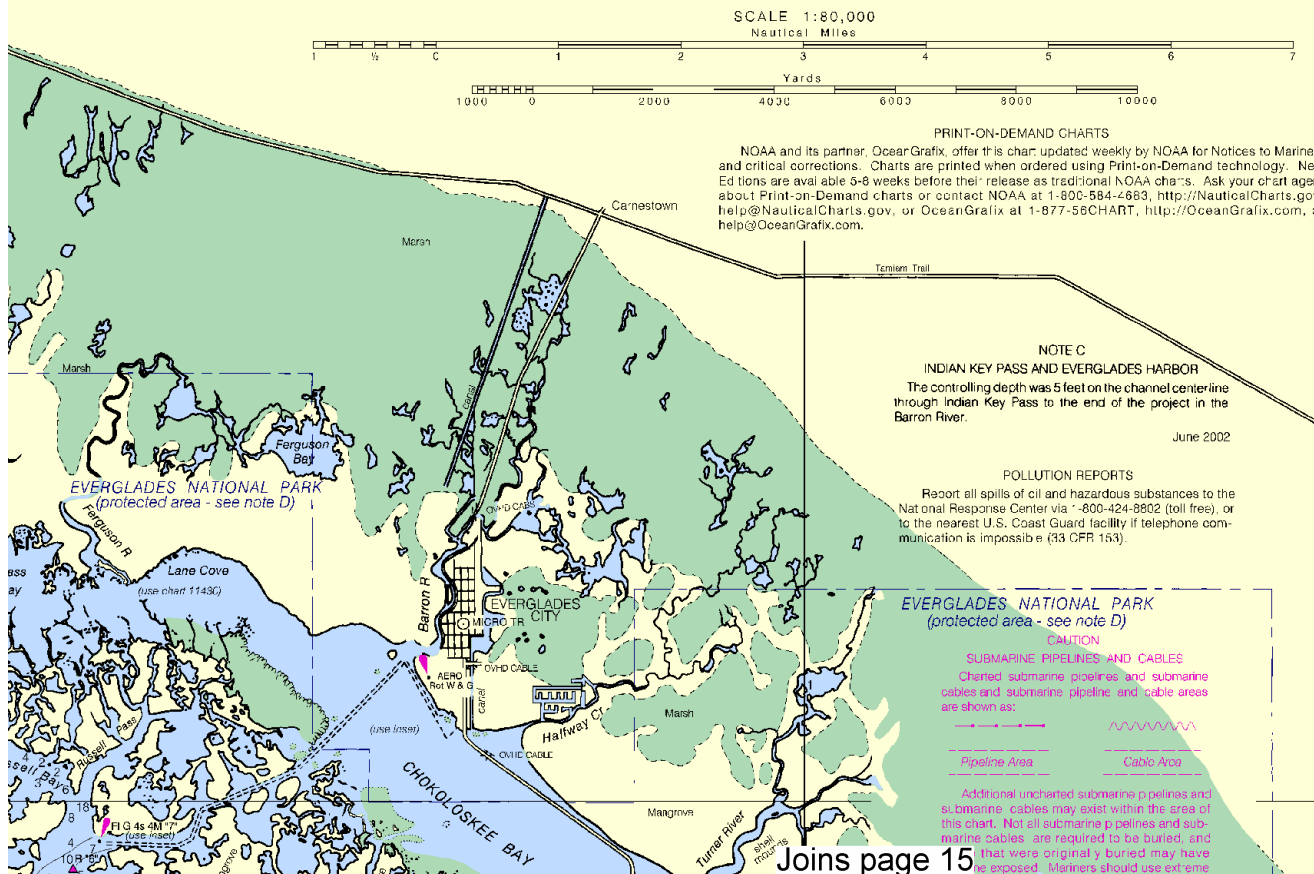
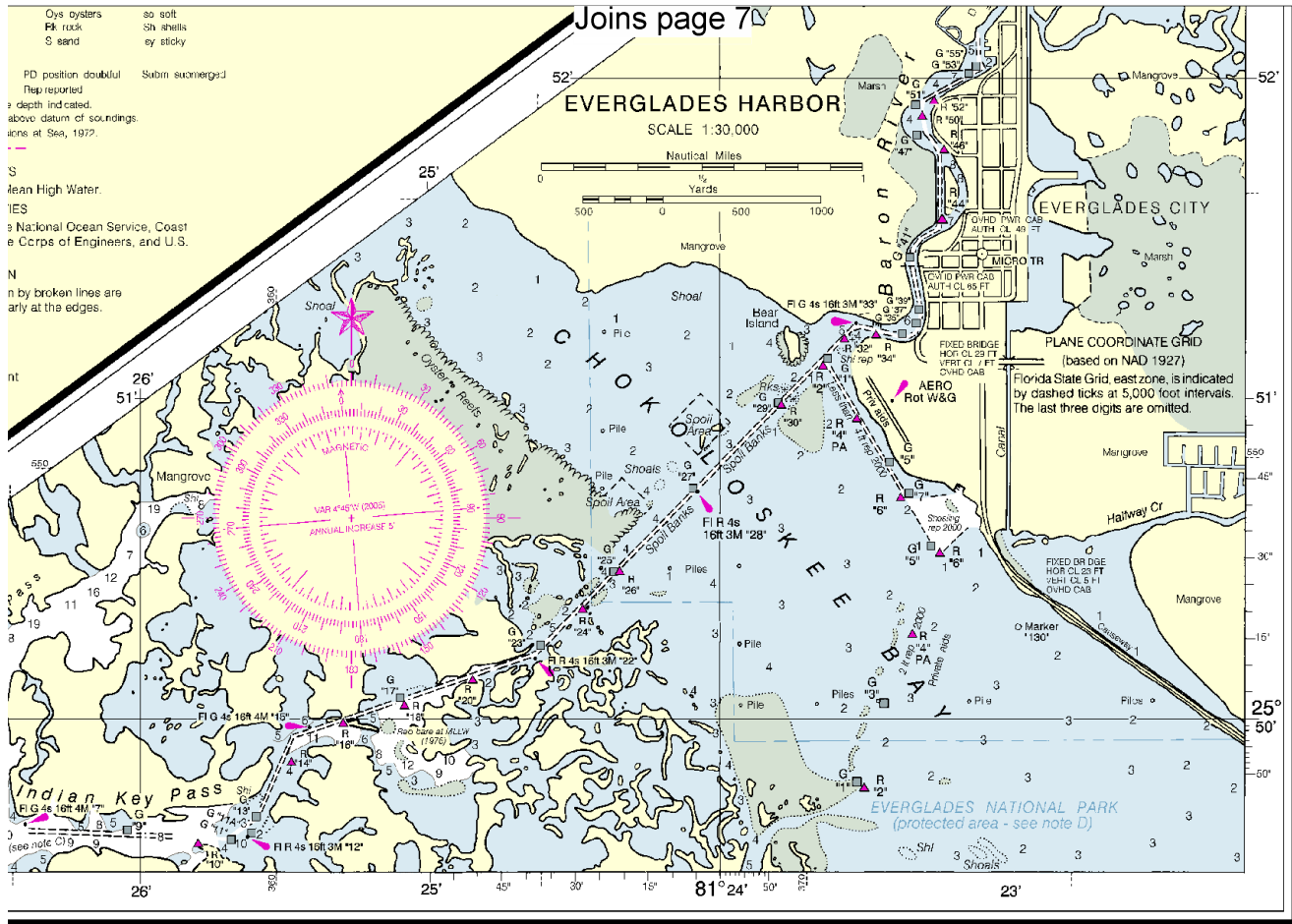
NOTE B
There have been numerous reports of shoaling in the marked channel between Capri Pass daybeacon '2A' and Big Marco River daybeacon '1B'. Mariners should obtain local knowledge of the channel conditions before attempting passage.

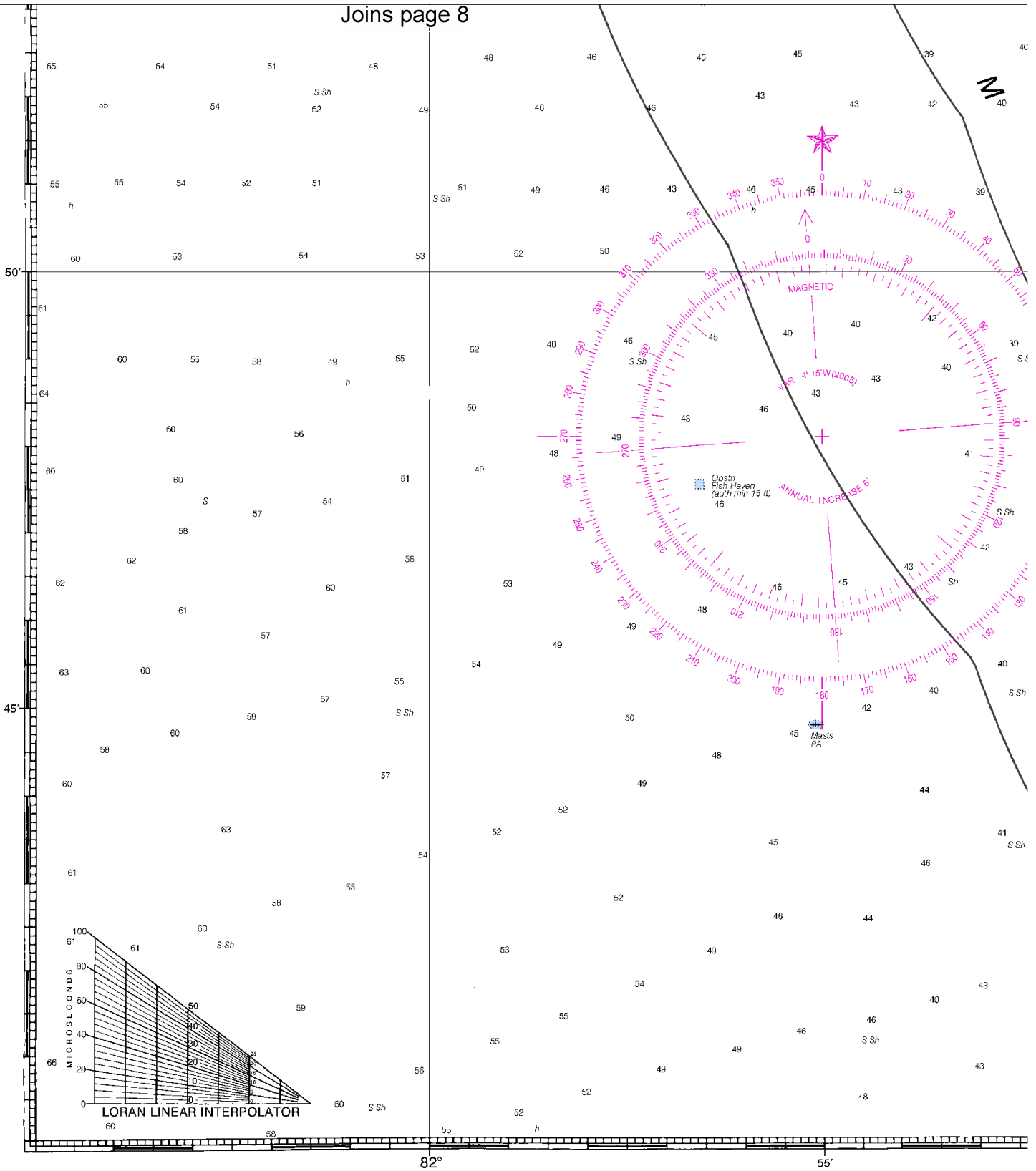
RADAR P
Radar reflectors have floating aids to navigation. Radar reflector identification omitted from this chart.

Joins page 10

Joins page 13







22nd Ed., Nov. / 05 ■ Corrected through NM Nov. 5/05
Corrected through LNM Oct. 25/05

CAUTION

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SOUNDINGS IN FEET

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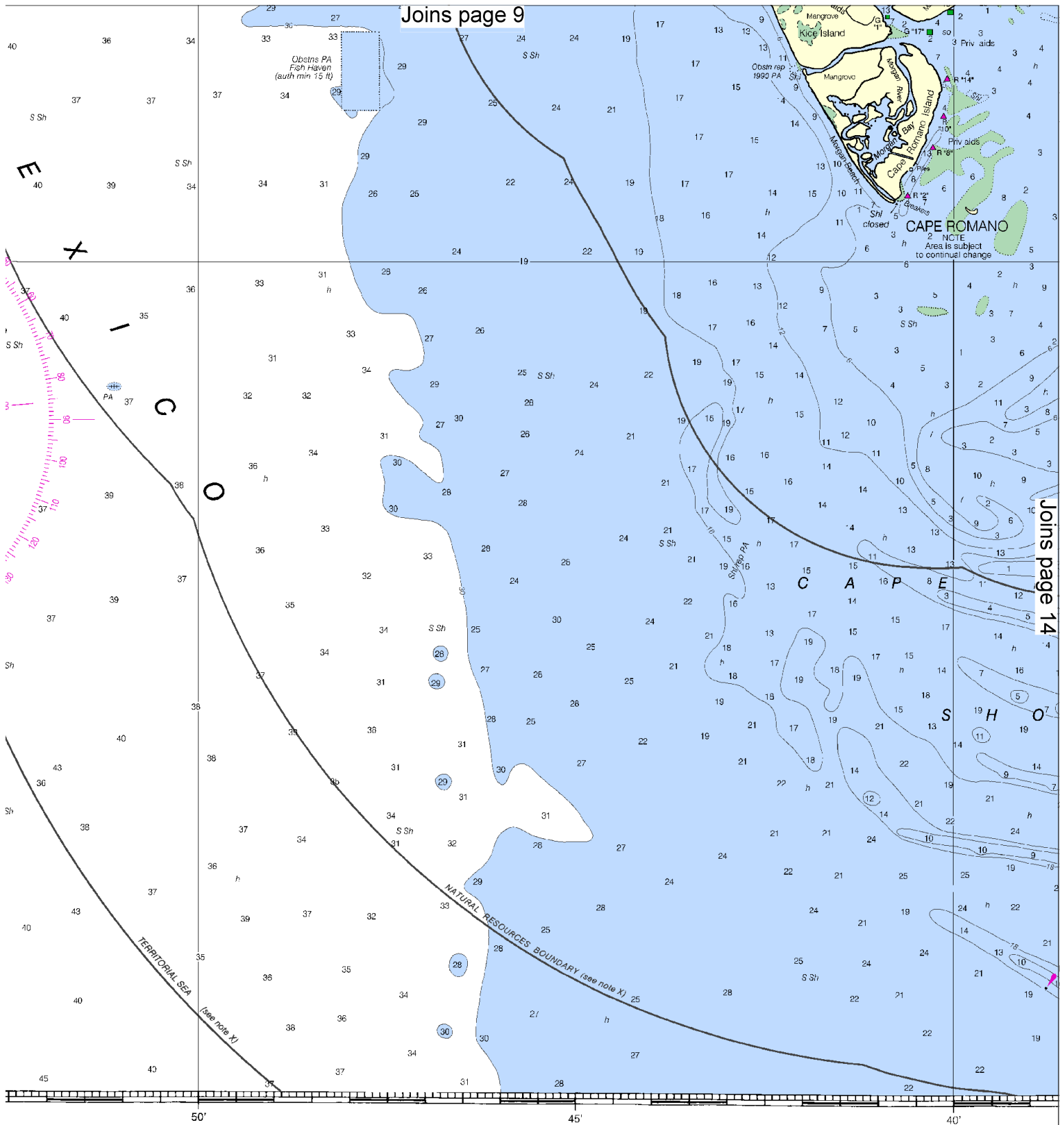


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SCALE 1:80,000
Nautical Miles

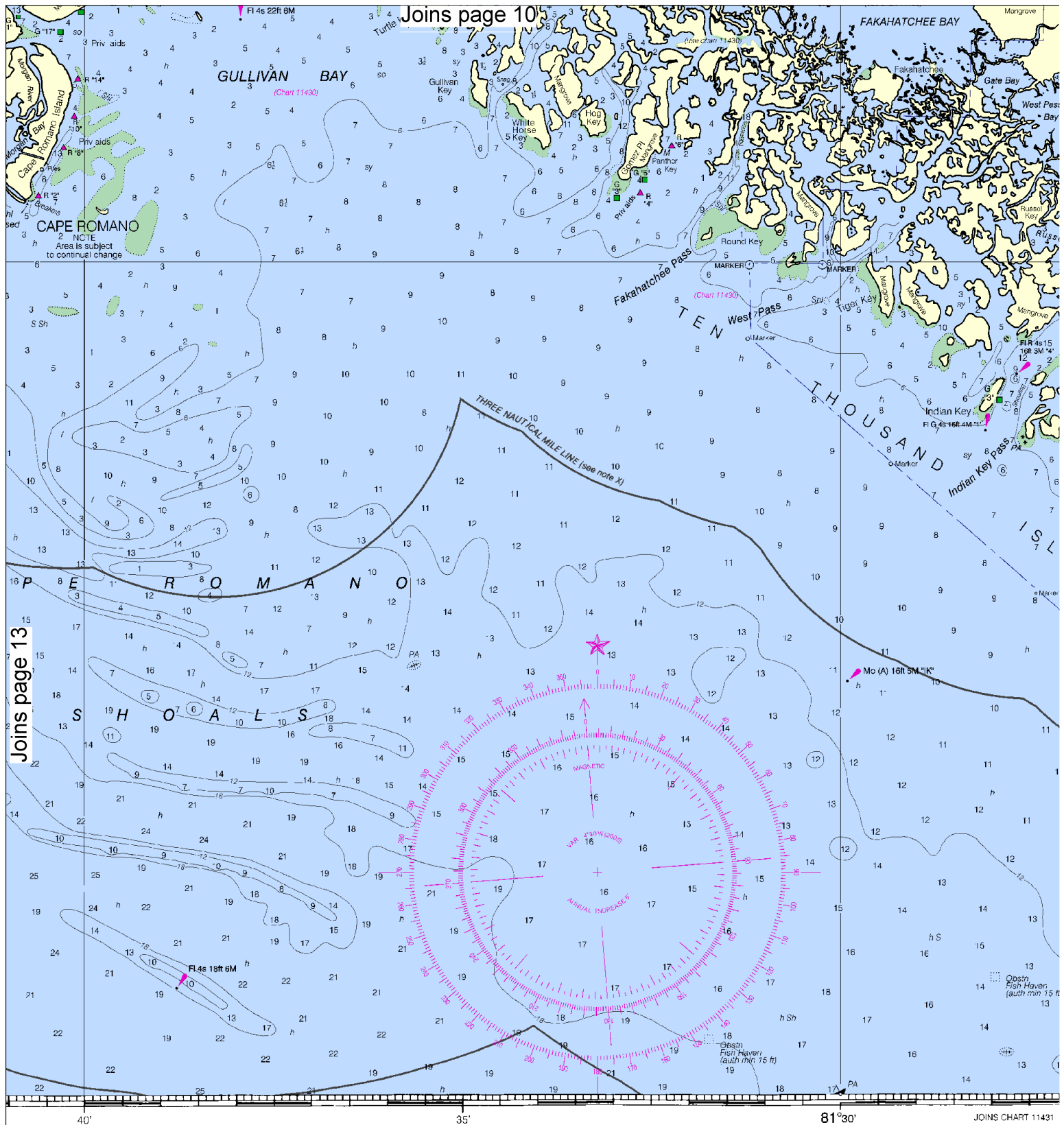
See Note on page 5.





This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



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DEPARTMENT OF COMMERCE
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NATIONAL OCEAN SERVICE
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FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4

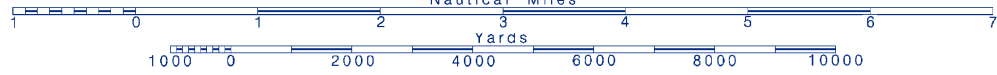
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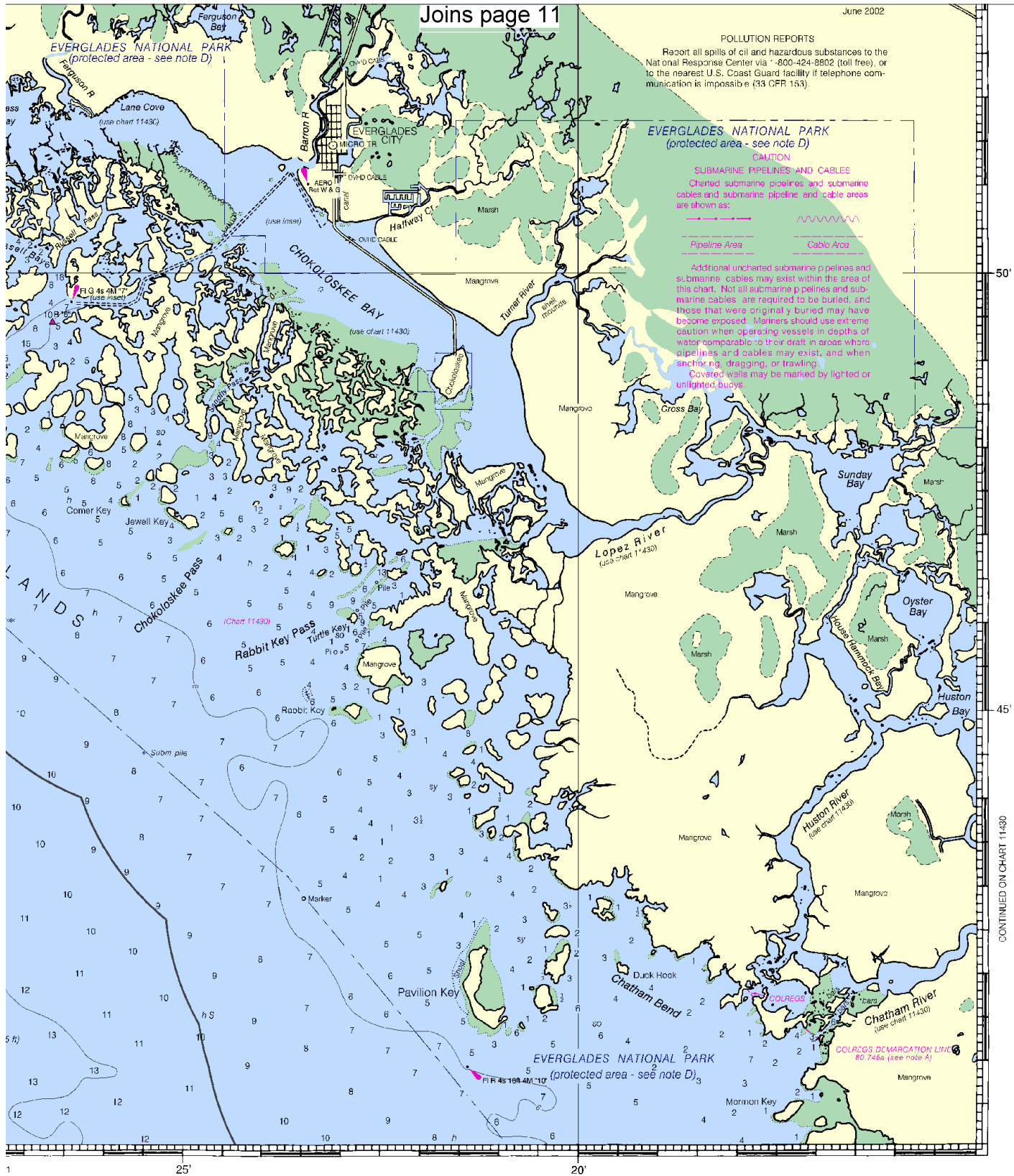


Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 11430

ED NO: 22

NSN 7642014010192
NGA REFERENCE NO: 11BC011429

Chatham River to Clam Pass
SOUNDINGS IN FEET - SCALE 1:80,000

11429
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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Fort Myers Beach – 239-463-5754

Fort Myers Police – 239-334-4155

Naples Police – 239-213-4844

Coast Guard Key West – 305-295-9700

FL Fish and Wildlife Conservation Comm – 888-404-3922

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.